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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XV • NUMBER 6 • JULY/AUGUST 1997

BUICK
1937  1938

TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XV

NUMBER 6

JULY/AUGUST 1997

THE 9th CYLINDER

By HARRY LOGAN #651 - Editor

IT'S RENEWAL TIME!

Most members subscriptions expire with this issue. Check the label on the envelope that this *Torque Tube* came in. If it reads '97 as most do, then it's time to renew. *You'll find a renewal envelope enclosed with this issue.* Please use it to send me your check. The cost for air mail is: \$34 US, \$35 Canada or Mexico. Overseas Surface Mail is \$35. All others are \$40. Please make your checks out to the **1937-1938 Buick Club**. Thank You. Send along with your renewal check any changes or corrections to your listing in the Club Roster. I'll enter the changes in your Club data base record. Please do this anytime you buy or sell a '37 or '38 Buick or change your address or phone number. That way the next Roster will have your latest information. Thanks

Congratulations to the 1937-1938 Buick Club. We now have **550** paying members, an all time high!

Modern bias ply tires used on our Buicks are manufactured differently than in 1937-38. The early tires had flat sides while today's tires have rounded sides. So even though you purchased the correct size tire for your

car and they work fine on the road wheels, they may not fit your sidemounts or under your coupe or sedan's trunk shelf when inflated. Many members have commented on this.

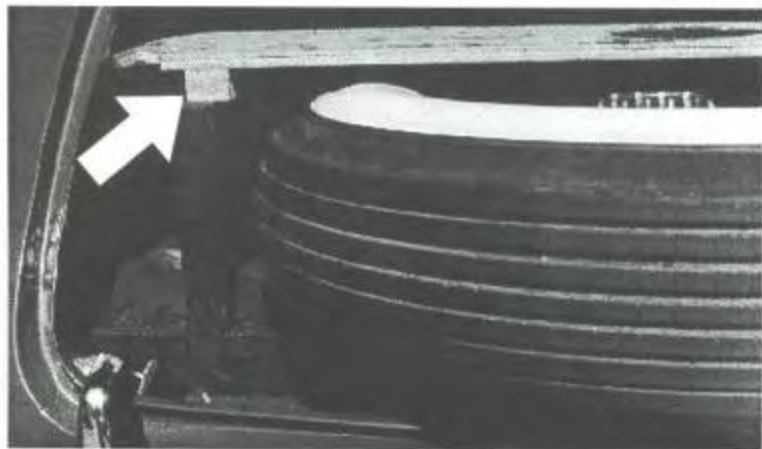
Some members deflate the modern tire so it will fit and carry an aerosol inflation can just in case they need the spare.

Some buy a smaller size tire such as 670/15 in place of the 700/15 used on 37/38 Centuries. Others raise the level of the trunk shelf by adding small boards between the metal supports and the wooden shelf. (see arrow below)

I was told tire manufacturer's switched from flat to round sided tires around 1948. I am unaware of any tire manufacturer still making the old flat sided tires.

In restoring Headlight Reflectors some members have used a company called UVIRA in Merlin, Oregon to restore their originals. UVIRA developed the technology of vacuum depositing alu-

minum directly on the original reflectors. The process began by removing the old silver and nickel layers from the reflector, after which it was buffed to a sheen. The reflectors then underwent a three-step vacuum coating process.



FOUNDED IN 1980 BY DAVE LEWIS



The result was a flash-evaporated coating of pure aluminum overlaid with a micro-thin layer of pure silica glass. The latter protects the aluminum from tarnishing and yet allows it to retain the high reflectivity of pure aluminum (92%).

UVIRA is still in business, but they are not doing antique car headlight reflectors anymore. They recommend calling Paul at Vintage Lamp Repair, PO Box 1122, 290 Haines Lane, Merlin, Oregon 97532 Ph: (541) 474-5664. He apparently uses the same technique perfected by UVIRA. For reflectors under 9" ('37 & '38 Buicks), the cost is \$90. \$95 for reflectors over 9 inches.

Joseph Suarez (#1227) writes: "I recently followed the technical tip in the Jan/Feb, 1997 Torque Tube issue on making a good exhaust manifold to tailpipe seal. I offer further infor-



mation. I used an exhaust flange/ heat riser gasket by NEA Part #EX-14-60299, NEA Products Co., Belleville, NJ. This part was found at the local Pep Boys Auto Parts Store."

"I am a recent member and find the Torque Tube to be a great publication filled with so much good information."

This '37 Special sedan Model 41 (above) belongs to Angelo Valentino (#1259) who runs Val's Livery in Hamden, CT. He uses the '37 and a '39 Century sedan in many weddings. Now Angelo would like to get a '38 Roadmaster sedan

or a 4-door convertible.

(ED: Val! Check the Cars For Sale section in back. There's a '38 Roadmaster for sale).

New member Charles Wenger (#1278) in Maryland writes: "I have read the back issues cover to cover twice and really enjoyed them!"

≡TORQUE TUBE≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

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It turns out I have a few 'neighbors' who are fellow Club members. And I look forward to meeting them."

This attractive maroon '37 Century 4-door Slant Back Sedan Model 67 (bottom of page 2) belongs to **Chris and Dorran Smith** (#1216) of Lakewood, CA. They owned it years ago and sold it to club member **Bill Schaeffer** (#622). They recently bought it back from him. It has both Trippe lights and the accessory grille guard.

Meet one of our newer members, **Richard Vaillancourt** (#1171) of Newport, RI and his 1937 Special 4-Door Sedan Model 41 (above). It's the same model car that his father owned in 1950. The car still has its original interior and cover over the flywheel timing hole. The carburetor is a 1935 Stromberg. It sports 1937 Rhode Island license plates. Richard redid the brakes and windshield. The car drives great at 55 to 60 mph, no overheating or excessive oil use.

The car was



painted 10 years ago by the prior owner and had always garaged.

Richard spent a week compounding and waxing to bring out the stunning paint job. Thanks for the story and photos Richard. Just for comparison, here's a head-on photo of a brand new '37.

New member **Frank Palmisano** (#1284) of Sagus, MA. writes: "I am so happy I found out about the Club. I was driving through Dracut, MA. and spotted one of your members, **Doug Weilbrenner** (#1128) driving his 1937 Buick Convertible. I asked him if he knew where I could get parts for my '37 Century Sedan Model 61. He told me to follow him home. Then he gave me a copy of your Club magazine. Nice guy!"

Recently, your editor, traveling in Europe, visited the Auto Museum in Brussels, Belgium. It is excellent and has many American cars including a 1938 Buick Limited. It's located next to the largest monument in Brussels called

The Cinquantenaire which was erected in 1880 to commemorate Belgium's 50th anniversary. There is also an excellent Military Museum there. I also saw this photo of a German Army ambulance taken in France in W.W.II. It was built using a 1937 Buick sedan. Note the camouflage paint and German soldiers. This car was probably captured during the invasion of France in 1940.



The August issue of *Car Collector* magazine has a nice article with many photos about the restoration of a maroon 1938 Special Sport Coupe Model 46S. The car belonged to former member **Mario Ballerini** who started the restoration in the 1970's. He died



unexpectedly in 1991, leaving the car half finished and parts in many boxes. The car was sold to a couple from New Mexico who restored it with the help of Mario's son Mark.

Long time member **Lauren Matley** (#46) and his wife have moved to the Kent, WA area, and now feel they belong there. Lauren's good friend purchased 2 acres of land that butts up to his property line. The friend built a nice rental home on his property and a super 6,500 square foot restoration shop just behind Lauren's home. The shop looks like a custom home to the casual observer as the car entry doors are camouflaged into the siding. Lauren and his friend work together in the shop every day. The shop has a nice heated down draft spray booth that really helps Lauren's woodgraining work (see his ad on page 30).

Lauren is making good progress on his 37-46C convertible. The engine has just been as-

sembled, the transmission rebuilt and 3.6 rear end done using a '53 third member and a '40 housing. He expects to install the driveline late this Fall and have the car running by the end of November. Lauren plans to use radial tires while cruising, then replace them with stock units when showing his car.

Paul Culp (#508) has been storing and selling 1986 to 1991 *Torque Tubes*. I have been doing the same for the newer issues. Paul will be moving in a few months and any remaining issues will be discarded. So this is your last chance to buy these early back issues.

If you want them, they can be yours for \$3.00 each postpaid in

the US, Canada and Mexico. The available issues are:

- Vol V (1986-1987) #1, 2, 3, 4, 6, 7, 8, & 9
- Vol VI (1987-1988) #1, 2, 3, 4, 6, 7, 8, & 9
- Vol VII (1988-1989) #1, 2, 3, 4, 5, 6, 7, 8, & 9
- Vol VIII (1989-1990) #1, 2, 3, 4, 5, 6, 7, 8, & 9
- Vol IX (1990-1991) #1, 2, 3, 4, 5, 6, 7, 8, & 9

Send your check made out to:

Paul Culp
285 Elephant Road
Perkasie, PA 18944

Harry

1937-1938 WESTERN CLUB MEET

Mount Hood & the Columbia River Gorge September 19, 20 and 21, 1997



Treat yourself to a trip you'll always remember....enjoy the pristine beauty of Oregon from your Buick!
(Modern cars and hitchhikers welcome too) Your hosts are Doug Nelson (#51) and Harry Logan (#651).

Thursday, Sept. 18th: Southern cruisers traveling north will gather in Salem.

LODGING: • Phoenix Inn, Salem, OR

4370 Commercial St. S.E. (1-503-588-9220)

- Newer motel with pool and continental breakfast included. Mention the '37-'38 Club when you make your room reservations from the block of rooms reserved for us.

Friday, Sept. 19th: After breakfast we'll follow Doug and Kay Nelson (#51) to their home. Tour of their shop, showroom & old cars. Cruise old Hwy. 99E to the town of Aurora for antique shopping.

LODGING: • Edgefield Bed & Breakfast,

Troutdale, OR (1-800-669-8610)

- Cozy, turn-of-the-century decor includes Breakfast on this 25 acre historic estate with Winery, fine dining & gardens.

ALTERNATIVE LODGING: • Phoenix Inn,

Troutdale, OR (503-669-6500)

4:00 pm: Southern group joins Northwesterners with ample time to check out all of the beautiful '37-'38 Buicks and make new and meet old friends.

Saturday, Sept. 20th: This is the day for breathtaking scenery! After breakfast, we'll tour the famous Columbia River Hwy to Crown Point for the best view of the river. Cross over to the Washington side to visit Maryhill Museum.

....not your average museum!

LODGING:

Timberline Lodge, Mt. Hood, OR (1-800-547-1406)

- The lodge was completed in 1937 at the 6,000 ft. level of Oregon's highest mountain. The lodge was built with tons of native stone, wrought iron and hand-hewn beams of Douglas Fir. President Franklin Roosevelt dedicated the lodge, calling it "a monument to the skill and faithful performance of the workers" who built it. From the lodge you will be able to see snow on the mountain and late season skiers on the slopes.

Sunday, Sept. 21st: After breakfast, we will head down the mountain toward Portland. Those who will be traveling South again can go to the Nelson's in Salem for a catered picnic lunch. If you didn't see all there was to see you can continue the tour of their shop, showroom and old cars.

Note:

- Get reservations in ASAP or you'll miss out!
- Call Doug Nelson if you have any questions: (503-399-0647)
- Alternative Friday accommodations in Troutdale: Phoenix Inn (503-669-6500)
- Registrants will receive a letter with additional facts, times, etc.

*Come and join this West Coast Tour with other
'37-'38 Buick Club Members
for an unforgettable tour of Oregon.*

REGISTRATION FORM

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Car: _____ Number in Party: Adults _____ Children _____

Date of Arrival: Thursday, September 18th, Salem ☐ or Friday, September 19th, Troutdale ☐
We will ☐ We will not ☐ be attending the Sunday, September 21st, box lunch at the Nelson's. The cost will be \$5.00 per person so please send check along with this registration form to Doug Nelson. If you are not going to attend the box lunch on Sunday, September 21st, please just send this form only to:

**Doug Nelson
781 Hyllo Road S.E., Salem, OR 97305
Phone: 503-399-0647**

Cover Cars

Your editor says, "This is the best my black 1938 Century Sedan has ever looked!" The young ladies decorating the car are members of the Art Deco Society of California who participated in the Miss Art Deco Beauty Contest. This was part of The Great Gatsby Day celebration. It's held every September at the Dunsmuir House in Oakland, California.

Photos FROM THE Past

Mike Vosganian (#447) purchased these photos at an antique store in Hermosa Beach, CA. The first four photos show the same 1937 Buick, as indicated by the dented left front fender and the same man in two of the pictures. The short distance between the back edge of the hood louvers and the end of the hood side panel indicates it's a Special and not a Century. The photos were taken at different times of the year as evidenced by the snow.

The building in the background is the same and indications show that the location is some sort of parking lot. To the right of the winter

photo are store fronts with a barber shop and a shoe repair store visible. The fifth photo, with the four people, just may be the same car before the fender was dented. It also looks as though it was almost new by the shine of the hub caps and trim rings.

If you look closely you can make out what

looks to be a bow around the hood ornament. Could this have been a birthday or a wedding present? Could the woman on the left and the man on the right be the bride and groom?

Does any member know the local or people in these photos?





My First Car A 1937 CENTURY

By Ray Cowdery-Lakeville, MN

That's me with the crew-cut and the only red nylon jacket in northern Minnesota in the summer of 1957. I grew up in a very slow-moving place called Long Prairie, Minnesota, and my brother and I often amused ourselves on Saturdays by attending auction sales, a sort of northern Minnesota cultural outing.

One Saturday in June, 1957 we hitchhiked 15 miles to attend a household auction on the south side of Minnesota Highway 27 in downtown Osakis, Minnesota (*population 1000*). In a tiny one car detached garage we immediately spotted an enormous maroon rag-top Buick with a rumble seat and sidemount spare tires. I knew I had to own it in spite of being a few day shy of 16, the age at which I could be licensed to drive.

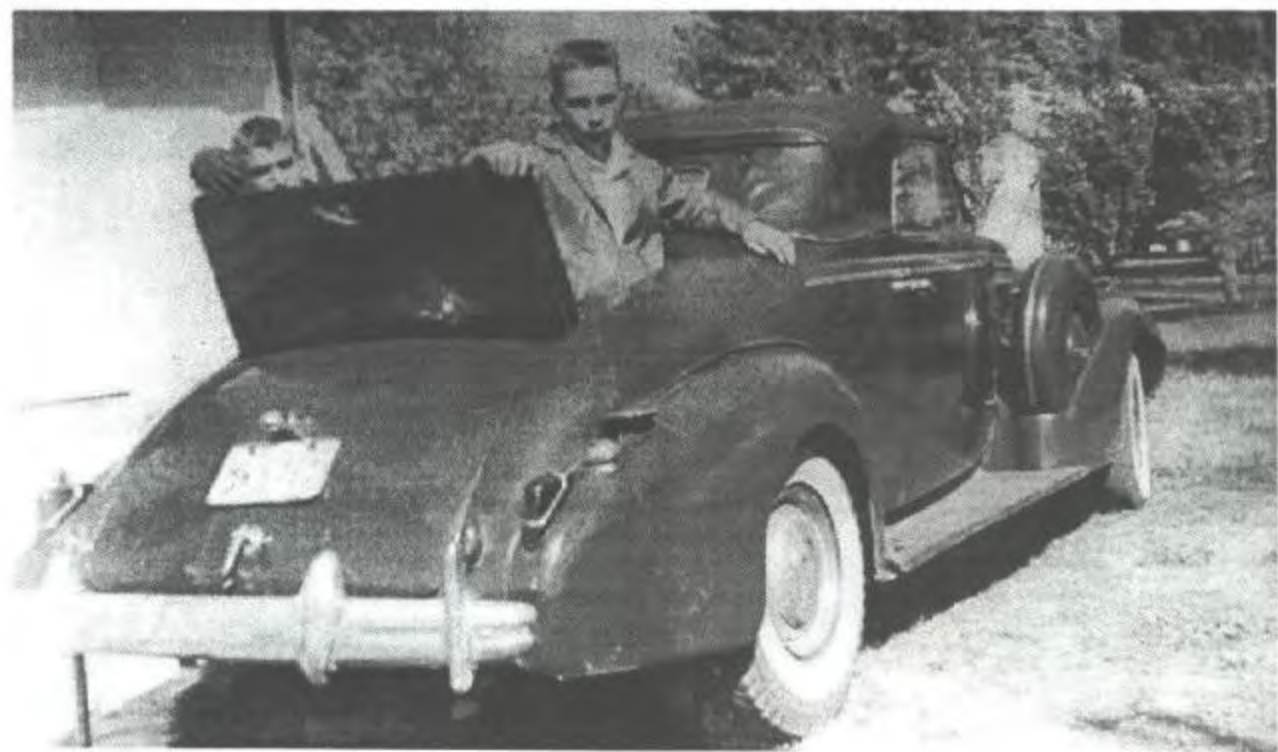
A second small problem was that I had no money with me, but I decided not to reveal that fact until the bidding was over. When the 1937 Buick came up for sale, the auctioneer started the bidding at \$25. In five dollar increments the

bidding slowly crept to \$45 at which point I was declared the successful bidder. When the auction was over I confided to the auctioneer that I had no money with me. He was also from Long Prairie and told me that if I promised to bring \$45 to his house that evening, he would pay the auction clerk.

As the crowd dispersed, a few adults lingered to help my brother and I get the great Buick out of the tiny garage and get it running. There must have been little wrong with it as two men had the big Straight-Eight humming in minutes. I tried to act like I knew what I was doing as I backed the car out onto Highway 27 and headed east toward home.

Looking back now there are at least three things more amazing about this incident than having bought a big open Buick for \$45. They are:

1. That in 1957 I never even thought about it being illegal for me to drive without a license. I





knew that I would take a driving test after my birthday and have a license very shortly thereafter.

2. That a responsible adult (*the auctioneer*) would loan a kid the money to buy a car and let him drive away with it! No money, no drivers license, no insurance!

3. That my father didn't greatly object to my having the Buick. He did point out that it was too big, it was a gas hog, it was hard to get parts etc., etc., but I think he even liked it.

This photo was taken a few days after I bought the car. The whitewalls were painted on. The original owner had some trouble getting the huge front fenders through the doorway of his garage as evidenced by the dings and rips.

The upshot of this story is that I later sold the huge Buick roadster to cleverly leverage myself into a newer, smaller and more economical 1941 Chevrolet Sport Coupe, much to my father's satisfaction.

(**ED:** Note the car has a '38 grille, aftermarket grille guard, turn signal lights in the front fenders, a sealed beam headlight conversion, antenna in the cowl, '38 taillights and bumperettes, the license plate has been moved from over the left taillight to the middle of the spare tire lid and the non-Buick trunk handle.)



(**ED:** in June my wife Margo and I were on a Military History "Beaches to the Bulge" Tour of France, Belgium and Luxembourg. **Ray Cowdery** and his wife **Josephine** were our tour leaders. They are authors and historians. We were having lunch in the small town of Sainte-Mer-Église, the first French town liberated by the US Army in June, 1944. I mentioned the 1937-1938 Buick

Club. Then Ray said his first car was a 1937 Buick Century 66C and agreed to write an article for the magazine. Thanks Ray, I know our members have enjoyed reading your story.)

BUICK NATIONAL MEET

St. Louis, Missouri

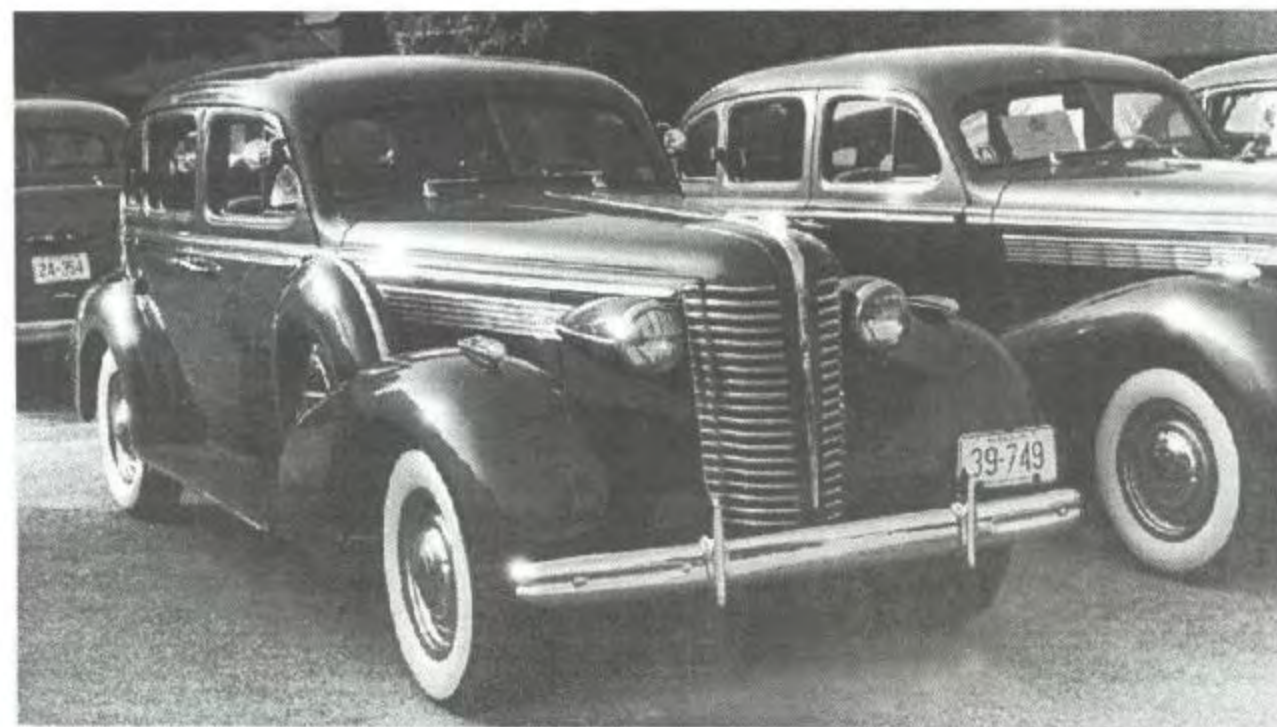
By Harry Logan (#651) - Los Altos, CA

It was my pleasure meeting many of our members in St. Louis, Missouri during the Buick National Meet in July. I'm sorry I didn't get the chance to meet everybody. I handed out about 75 free copies of the **Torque Tube** to potential members. Hopefully some will join us.

Below is a '38 to '39 lineup including the '39 Special Convertible Coupe Model 46C that re-

ceived a gold award. The '36 and '37 Buicks were in one class while the '38 and '39's were in another.

The bottom photo shows a beautiful blue '38 Special Sedan Model 41, with red wheels, owned by Lee Deskin of Springfield, MO. Notice the front bumper does not have a hole in the center for the BUICK 8 badge. Some '38 Buicks were



shipped from the factory this way. I have seen period ads showing cars, usually Specials, without the bumper badge. Another Buick mystery! Congratulations Lee on receiving a silver award.

Larry Hale (#1070) won a bronze award with his beautiful black with red wheels '38 Roadmaster Model 81F below. Larry used the article on running board gravel deflectors in the March/April *Torque Tube* to make a pair and installed them prior to judging.

The middle photo shows a '37 Limited that still has its original ivory steering wheel and dashboard. I took sev-

eral interior photos for reference. The car is from Missouri, but I do not know who the owner is.

Oniel Cantey (#845) won a silver award with his light gray '37 Century Sedan Model 61. Congratulations to all members who entered a car and to **Mick and Sharon Whiting** (#381) from Australia who won the longest distance traveled award. And also to **Mike** and **Joan Dillard** (#1011) who drove their '38 Special Sedan all the

way from California and back without any trouble (except for Mike twice locking the car with the keys inside!).



EASTERN CLUB TOUR

Saugatuck, Michigan

June 5-7, 1997

By Bill Olson (#427) - Columbus, Ohio

The Eastern Club Meet and Tour is getting more and more like a family reunion. The same bunch of "regulars" seems to show up each year, and indeed we have become a sort of "extended family." However, we always have a few new faces each time, and these new "cousins" are of course welcome.

Every big family has at least one lovable old uncle, whose presence spreads an aura of cheer over the proceedings. Our meets have always been cheery affairs, and many of us have been known to crack a joke or tell a "tall tale" or two—always in good taste of course—but there is one member who brings his own special—I might even say unique—personality to these gatherings: our dear Uncle Clarence Hoffman. It is thus with great sadness I report that "Huffy" could not join us this year, having suffered an almost-unbelievable run of bad fortune.

After leaving home, Clarence had some generator trouble in his '38 40C, and that initially forced him back to his farm in western Pennsylvania. However, it seems he brought the electrical problems under control even though his second generator was also acting up; undaunted by the delay, Clarence was happily cruising west on the Ohio Turnpike when a wheel flew

off his car. Yes, folks, you read that right. Losing a wheel at 60 per and skidding to an eventual halt in an inconvenient location is no day at the beach; watching a truck run over the detached wheel adds insult, as they say, to injury.

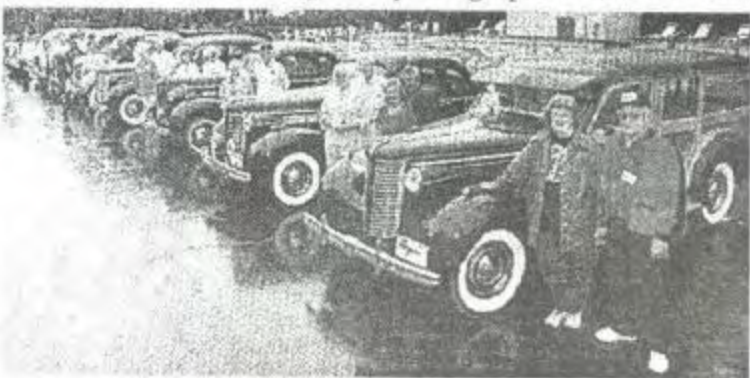
To avoid too depressing a report, I'll spare you—and Uncle Clarence too—from more grisly details. Suffice it to say that he eventually got home, will repair his car, and most important, was not injured physically. We sure missed him.

Saugatuck is a "summer resort" town on the

eastern shore of Lake Michigan. Thanks to the efforts of Marv Rhynard and Jesse Cahue, we were able to get in a little ahead of the "season" (which brings big crowds and high prices) and enjoy excellent accommodations at the Timberline Motel. The proprietors, Herbert and Eva Klemm, besides providing perhaps the best-maintained motel I've ever stayed in, arranged for a photographer from the local newspaper to take our pictures (this page). The Holland (Michigan) *Sentinel* featured us all on June 7, right on the front page.

We didn't try to figure out who drove the longest distance, but three members known

for intrepid touring participated as usual. Dave and Carolyn Wettersten came from St. Paul, Minnesota, Karl and Dorothy Anderson (who think



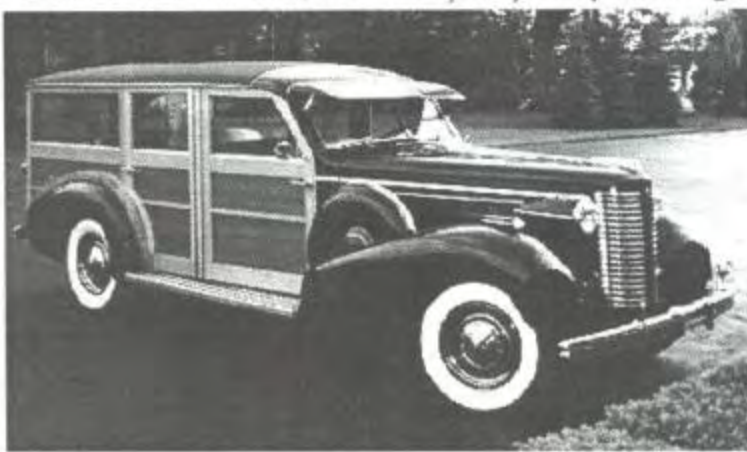
nothing of driving across the whole USA) from eastern Virginia, and Robert Ward from Ontario.

It goes almost without saying that all the cars were fine examples of Buick manufacture, but one really deserves special mention and that one, curiously enough, is only in part a Flint product. A few years ago, Jim Pascoe passed the long northern Michigan winter by creating from scratch, a "woody" station wagon

body and attaching it to a the-somewhat battered '38 Roadmaster. (See T/T Vol.XV, No.2) The result is, as the British used to say, "smashing." (The Brits would call Jim's car a "shooting brake"—off to the moors, chaps, to bag some grouse.) Jim is characteristically low-key concerning his accomplishment, but I will tell you that I've never seen anything coming from a one-man amateur shop that comes close. (Jim says he's thinking of devoting the coming winter to inventing a wooden speedster body for a V-16 Caddy—hold on to your hats, folks.) I might add, as if we couldn't guess, that the '38 "woody" runs like a Rolex.

By now you may be thinking: "Is he ever going to tell us what they did?" OK, here's what we did. On Friday we set off on a tour, mapped out by Jesse and Sandy Cahue, along some pleasant

"back roads." The Cahues demonstrated that they have mastered the art of arranging a tour so that each leg ends just short of the point where almost everybody really has to "go." (To those of us who like coffee and/or take diuretic medications, this is the sine qua non of tour planning.) We stopped for lunch at a place called "Sam's Joint" that, I must say, did not look too prepossessing from the outside. Inside, however, was



something to behold. The walls—and ceilings—of several rooms (including the johns) were packed with artifacts of every known category, from wild boar heads to Howdy Doody dolls to bass clarinets to large flying-model aircraft, all in a logic-flouting, helter-skelter arrangement that defies description. The food was pretty good too. We then went on to the Gilmore Classic Car Club Museum, which is sort of out in the middle of nowhere but has several large barns filled with some really exotic machinery: 130 cars plus a few horse-drawn items, a London Transport "omnibus" and a narrow gauge steam locomotive. This array, which also really beggars all description, is complemented by a collection of exotic hood ornaments numbering in the hundreds, many of them one-of-a-kind.



On Saturday we did something I'd always meant to do but never got round to (*the real reason I'd urged Marv to have the Meet in Saugatuck*). We visited the ex-Canadian Pacific Railroad

steamship "Keewatin," which is now permanently moored in the Saugatuck harbor. At one time the CPR had a large fleet of vessels on the Great Lakes. "Keewatin" and her sister-ship "Assiniboia" were the biggest and best; they carried passengers during the summer and cargo during the spring and fall, between Port McNicoll on Lake

Huron and Fort William (now Thunder Bay) at the head of Lake Superior, from 1908 until 1965, when Canada banned passenger vessels with wood superstructures. The tour of "Keewatin" was quite interesting, and one could imagine oneself, in those golden days, watching the sunset

on the "Shining Big-Sea Water" from the smoking lounge on the promenade deck, good Molson ale, English gin, and Cuban cigars close at hand. Regrettably, we were not able to see the bowels

of the ship, where the "black gang" toiled over a quadruple-expansion steam engine the size of a small house. More regrettable, it is all too clear that "Keewatin" cannot last forever; despite the efforts of her saviors, she is gradually molding away.

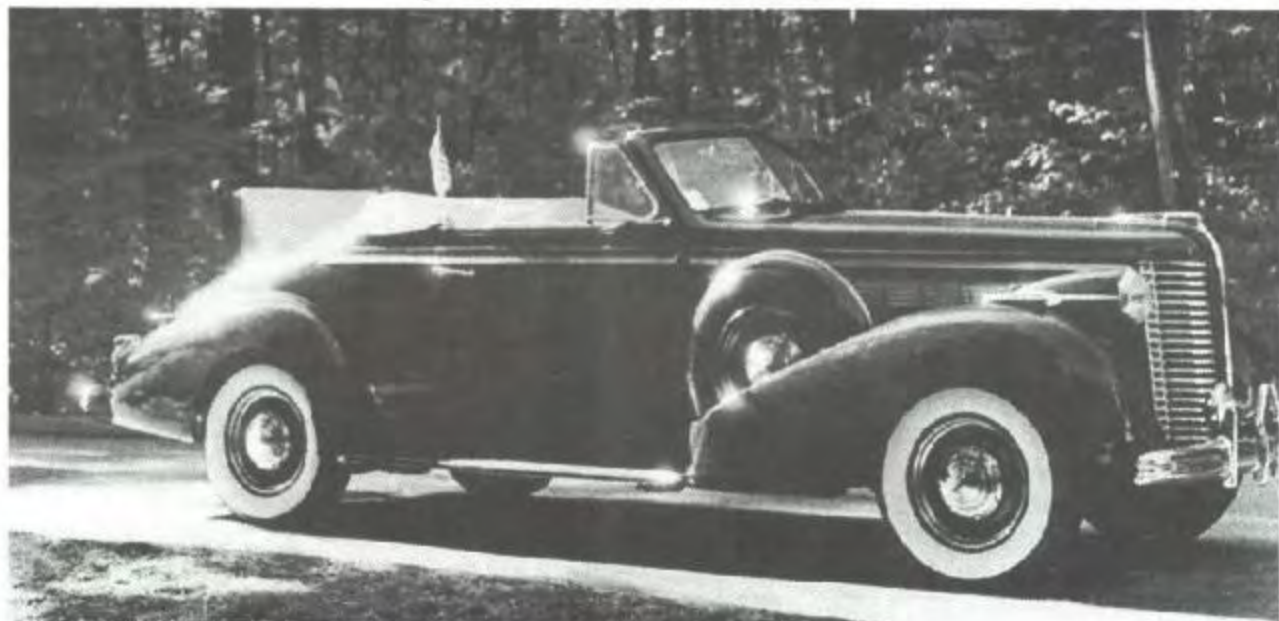
The meet concluded Saturday evening with a buffet dinner at a local restaurant.

There was also time, of course, for car-talk, shopping, Michigan's famous apple pie, the seemingly ever-present winery, and other worthwhile pursuits. By popular acclaim, I was appointed Meet-Master for 1998, so next year we'll gather in Ohio. Hope you can join us!



A Very Rare Car

By Ed Camille (#797)-Ashland, MA



My car is a Semi-automatic 38-46C with 52,320 miles. I paid \$200 for it in 1964. I was at a Cub Scout Camp with my family and was reading the Boston Globe Car Section when I saw: **"1938 Buick for sale, parts car included.....\$200.....in Northboro."** As that was on my way home, we stopped and looked at two Buick convertibles. I left a \$10 deposit and returned the next day and drove one home and a friend towed the other one.

I checked the engine, transmission etc., greased it and drove around town. I then sent it to the paint shop and had it painted for \$350. The paint is still on it 33 years later. I then had the upholstery redone, new roof and side panels for \$325.

Since then various stages of repair have been completed: a valve job, new radiator core, dropped the transmission

and oil pans and cleaned the oil pump screen, new exhaust system and tires. I have a heated garage, so it's in good shape. The parts car was left outside and it did not survive.

Last year we redid the rumble seat interior. This year we plan to do the complete front end. There always seems to be something to do to.

This car still has it's original engine. We only did a valve job and added new valves to improve it's performance.

(ED: I am trying to contact the owner of another Semi-Automatic 38-46C and hopefully do a story on his car. It's in a restoration shop in Pomona, CA. I thought it surely must be the only one in existence, but now I know there are at least two!)

June 10, 1964
Sold to Edward Camille
2 1938 Buick
Motor # 40474620
Body 13291149
Price \$200-
Paid in Full
Harold Hartman
453 Main St
Northboro, Mass

Rare, Indeed!



Technical TIPS

UPGRADING MY 1937 LIMITED TO 3.4:1 GEARS

By Jack Corliss (#279) - Lakewood, CA

I have read articles in the *Torque Tube* dated May/June 1993, November/December 1995 and January/February 1996, none of which encouraged upgrading the 1937 Limited.

I decided to be the pioneer on this one. First let me say the best way for upgrading the '37 Limited is to start with a 1954 or 1955 Roadmaster third member complete with drive line and brake assembly. Make sure the carrier bearings center to center measure 6 13/16 inches. This will accept the 3.4:1 ring and pinion. I first bought a 1950 Roadmaster that measured 6 1/8 inches across which would not accept the 3.4:1 gears. It was made for 4.1:1, 11/16" too small.

Next, remove all riveted parts from the axle housing. It must be clean to look like and work for the Limited. Purchase spring punches and weld in place along with strut rod receiver and fabricate a fixture to accept brake line and weld to torque tube 26" back from the front end. (See Figure D). You have to lengthen the drive line and torque tube by 3 inches (See Figure B).

Because the '55 male spline is 16 and the '37 is 10, you have the choice to marry a 16 spline U-joint to your 10 spline, or do what I did and buy a male 10 spline (See Figure C). If you are changing ring gears on the carrier, I suggest you use No. 8 hex bolts. I used 12 point nuts with red Loc-tite torqued to 40 foot-pounds. Bolt size 3/8-24 x 1 5/32 CXS on heads. Next you need to redrill the axles from 5 inches bolt pattern to 5 1/2" to accept the Limited wheels.

After making the necessary changes on the drive line, i.e., length and spline or U-joint, press in pinion and bearings. Now stand in upright position, grease pinion spline and female end of drive line. Assemble with dead blow hammer. Check male spline runout only after assembly.

Be sure to hold maximum .015 T.I.R. on male spline end of drive line. Refer to 1937 Shop Manual before installing pin and torque tube.

I would think this procedure would work for the 1937 Roadmaster as well except for the length of the drive line and torque tube.

To echo **Cecil Don's** (#637) suggestion, you may want to weld up the holes in the brake backing plates to achieve that original look which I chose to do. By using this program, I now get 16 plus miles per gallon highway and can cruise at 75 MPH. I also installed a tachometer so I know what my RPM is at say 65 MPH.

After conversion is complete, be sure to have your speedometer recalibrated. Going back to

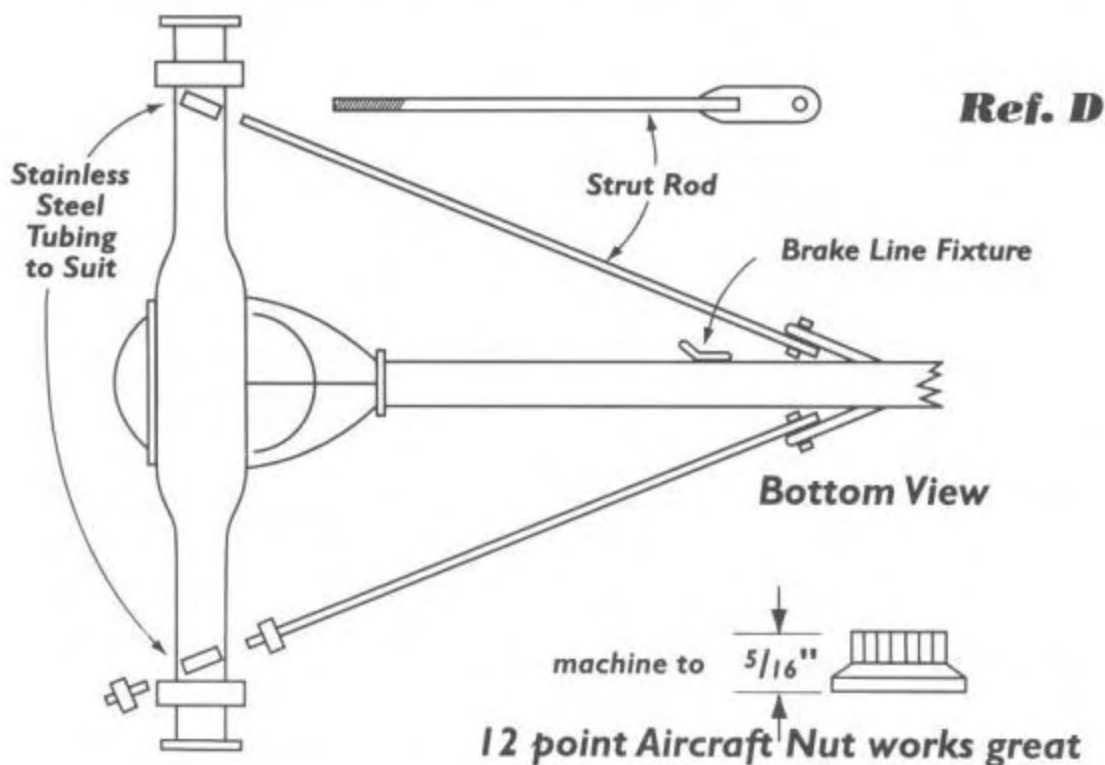
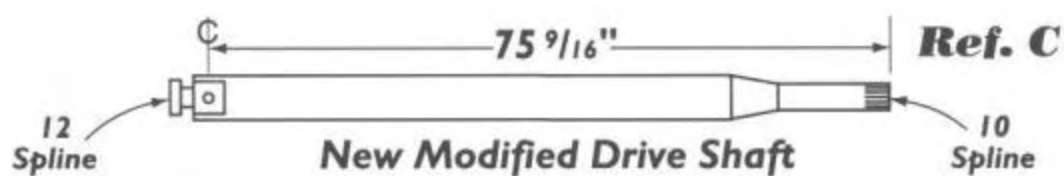
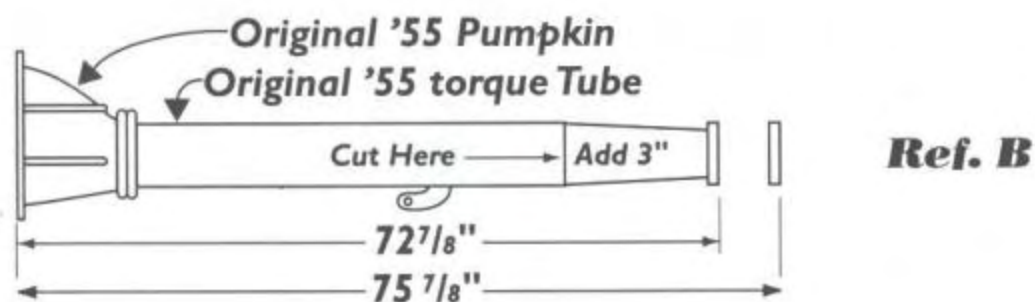
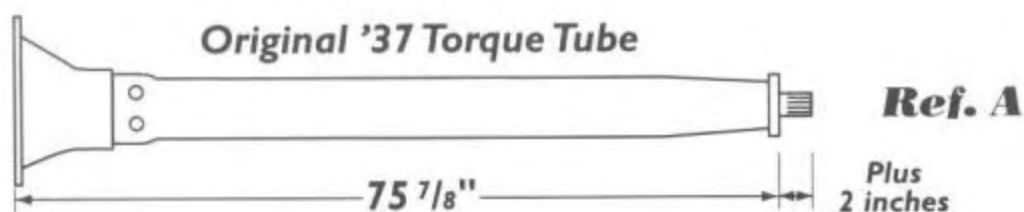
torqueing the ring gear, torque all nuts to 40 ft-lb. dry, check runout, if out more than .002", take a light cut on the carrier. Indicate dead on before cut. Turn the lathe in back gear, slow feed on

cut. Recheck runout again before removing from lathe. If OK, install ring gear and torque nuts dry. Check for runout again. If OK, remove one nut at a time and apply Loc-tite and torque to 40 lb. and go to the next nut and do the same, one at a time until you have all 12 torqued and secured with Loc-tite. If your pinion depth is set correctly, you will have a quiet third member as I do.

A 3.4:1 conversion can get expensive using this procedure. If you have access to a 4.22:1 Roadmaster ring and pinion, you may want to consider installing an overdrive. It is my opinion this would give you the best of both worlds. The 3.4:1 is a little high geared for the Limited to start off in low gear. I sometimes get a little chatter from a dead stop, but great in second and third.

Best of luck and happy motoring!







Technical TIPS

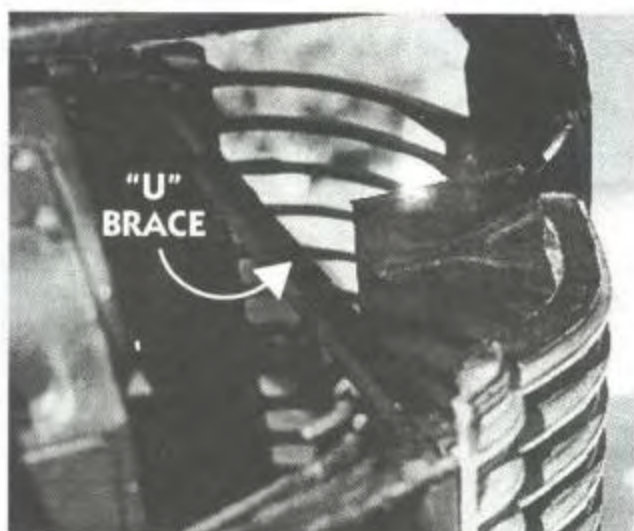
By Wayne Yonce (#1034)
Fallbrook, CA

PARTS OFTEN MISSING ON OUR BUICKS

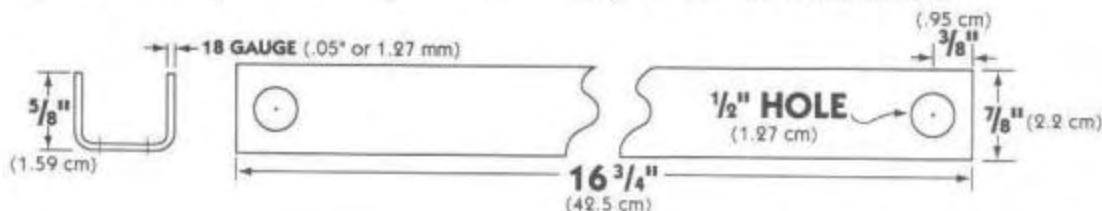
Probably the number one missing part is the Rear Bumper Gravel Guard. (For a diagram and more details, see page 14 of the September/October 1996 Torque Tube).

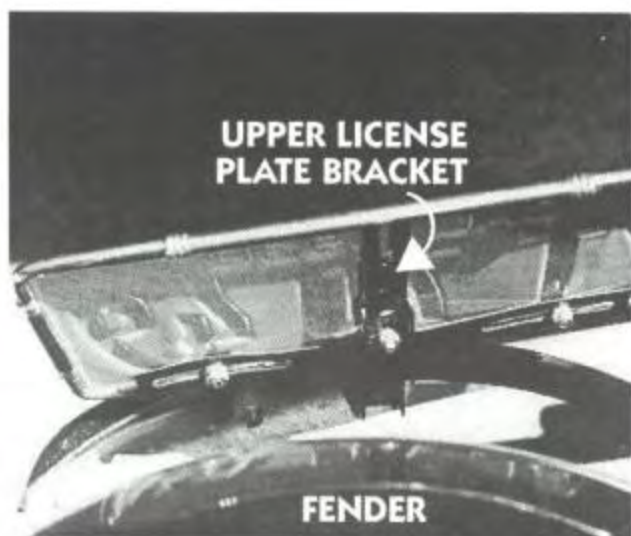


Or the Gravel Deflector at the bottom rear of the running boards. (For a diagram and details, see page 26 of the March/April 1997 Torque Tube).

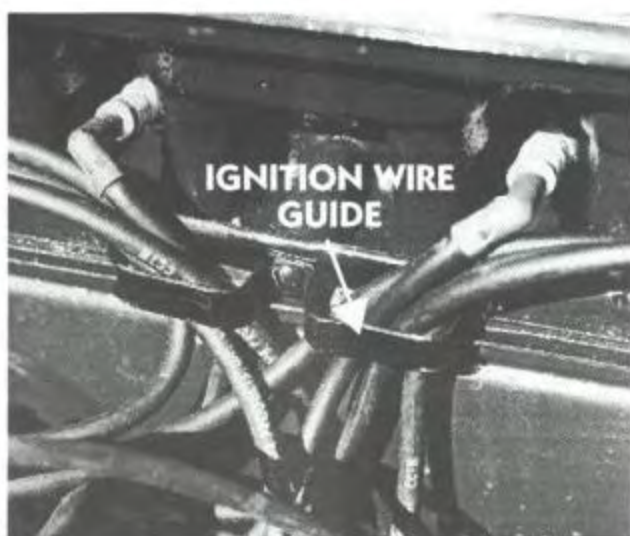


Another item often missing on '38 Buicks is the "U" shaped Brace in front of the radiator. Use the diagram, below, to make one. I had two made at a cost of \$5 each. I believe these were used only on '38 Buicks (all series).





The upper adjustable part of the front License Bracket is often missing. It has a hook at the upper end that pulls down on the license plate. (For a diagram and more details, see page 21 of the March/April 1996 *Torque Tube*).



Or the two piece Ignition Wire Guides. They are held in place by a screw that goes into the side and middle of the cylinder head.



And how many of us have a 10-32 x 1/4" screw in the Wheel Cylinder Bleeder Hole? Or a Cover over the Brake Adjusting Hole on the backing plate.



Did you know that convertible coupes originally had Leather Straps to hold the Top Irons in the down position?



Here's one I need, the Timing Hole Cover for the flywheel housing. They probably can be made.

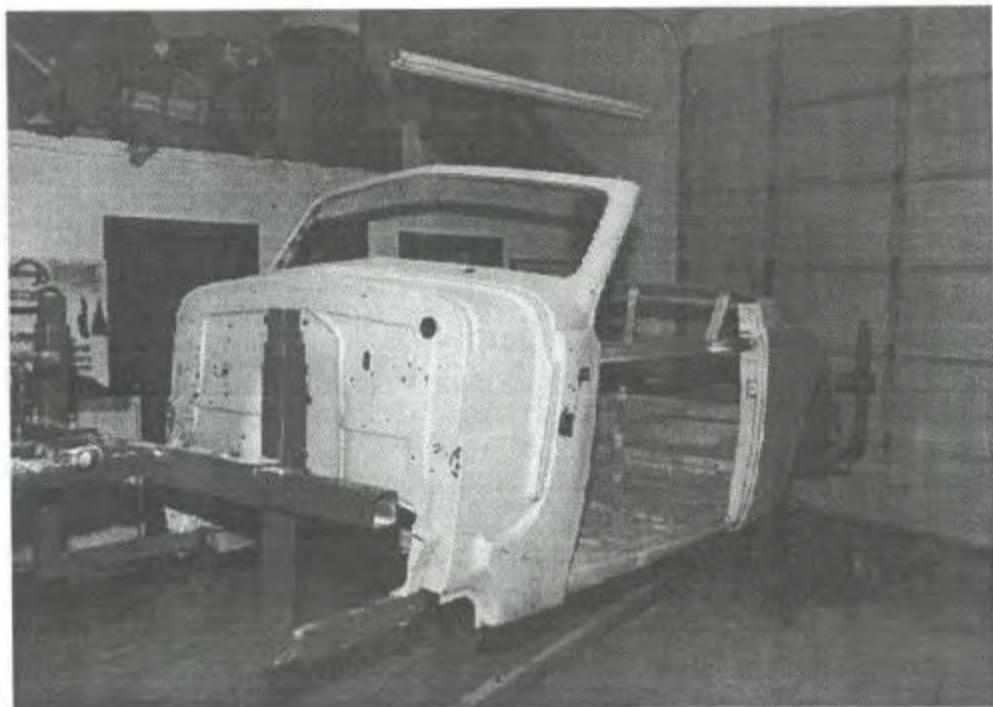
Technical **TIPS**

BODY CRADLES

These photos show **Lauren Matley's** (#46) 1937 Special Convertible Coupe on a commercial body cradle. Lauren started his restoration at ground zero. The doors and body/frame fit and some initial body work were completed. Then the car was braced and the chassis removed and media blasted. After the media blasting, the car was bolted on this body cradle for the remaining metal work to the floor, rear wheel house and lower

quarter areas.

The Body Cradle is by far one of the best things to come along in restoring our vehicles. Whether you're a professional or have a one car garage this helping hand saves time, solves problems and even finds problems. You think you've taken care of everything. Then the moment of truth comes when you turn the body shell up-side down.



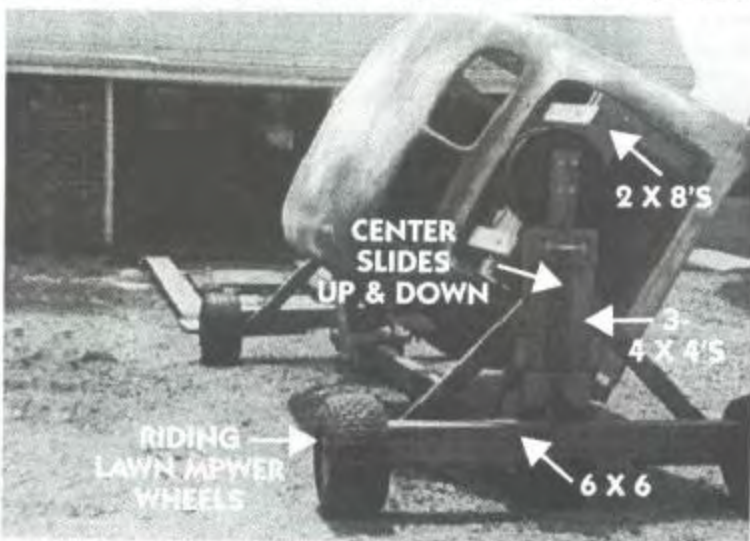
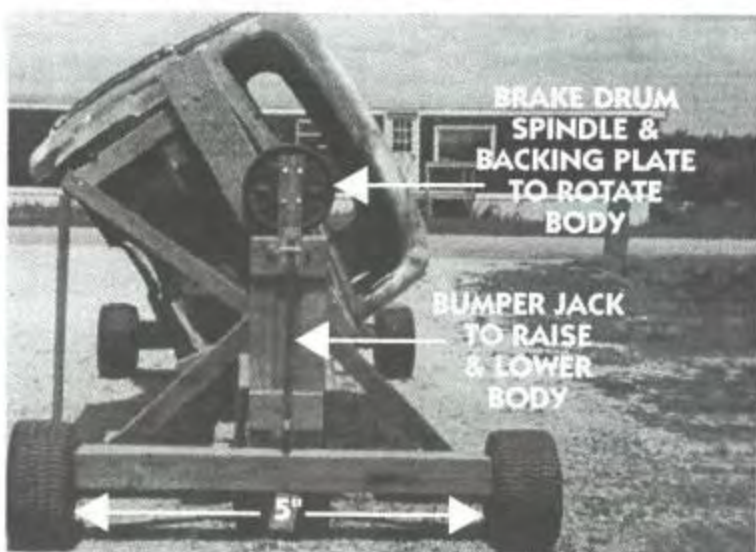
THE HOME MADE BODY CRADLE

By Joe Busby (#846) - Anderson, IN

This first photo shows a body cradle that was easy and inexpensive to build as I already had most of the parts. It took about two days to put it together.

The middle photo shows more dimensions. It will jack the body off the chassis. You set it up at each side of the car with the 4 x 4 posts going through the doorways.

You roll the chassis out and at one point you need to take off the back wheels and ramp the drums over the 4 x 6 that connects the cradle. When the chassis is clear, set the body down on blocks. Then hook the cradle to the ends of the body as shown in the photos. I built a little



frame in the trunk to hold the body on at the back.

The side view photo (bottom, left) shows my '37 body lower than needed so it would clear my low ceiling garage. You should set the body high enough so that it's easy to roll over like a barbeque spit. This cradle made it easy to clean, blast and patch the body. I could roll it in and out of the garage and it was strong enough to roll up onto a trailer to take it to the body shop for painting. Once the painting was complete I used the cradle to set the body back on the chassis.





Technical TIPS

By Karl Bosk (#1154) - Escanabe, MI

LESSONS LEARNED RESTORING MY '37 SPECIAL

1. Trying to find a universal joint for my 37-46C was difficult. I had on hand a U-joint kit for a Model A Ford. It fit like a glove! The U-joints for the Ford are the same from 1928 to 1948 with the exception of the V-8 60 hp. They are readily available from Ford parts suppliers. It's a Spiler joint kit.

2. Trying to clean a layer of hard crud from the inside bottom of my gas tank was frustrating until I purchased a gallon of NAPA carburetor cleaner. I poured in a quart and sloshed it around and then let it set overnight. I poured it out and put in one more quart. The second treatment left the bottom of the tank showing shiny metal.

REVERSING THINGS TO FIX A FLYWHEEL RING GEAR

By Harry Logan (#651) - Los Altos, CA

Recently, I had the motor on my '38 Century rebuilt. The ring gear was badly chewed up on one side where it engages the starter gear. The other side of the gear was unused so it looked new.

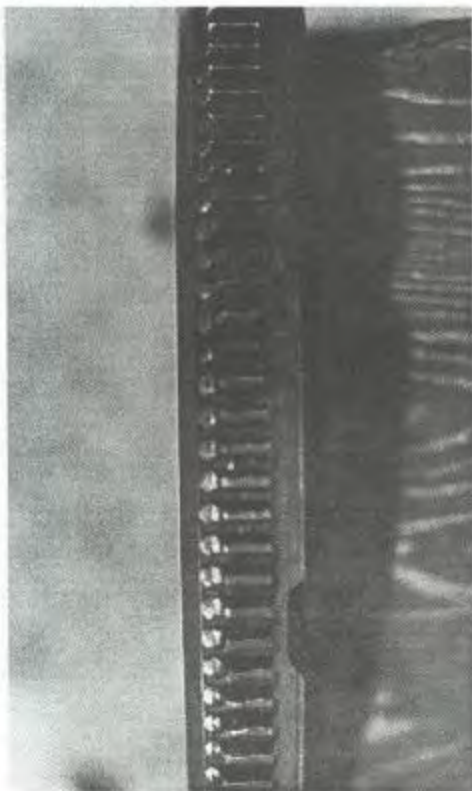
My mechanic removed the ring gear and reversed it. Now the starter engages the unused side of the gear. He removed the gear by tapping it off using a flat chisel, working around the circumference of the gear.

After reversing the gear, he re-installed it by laying the gear on some fire bricks (like the bricks on the inside of a chimney) and heated it cherry red with a torch. This caused it to expand. Then with a helper and some pliers, they laid it back on the flywheel and let it cool. Now maybe I can get another 60 years of use out of this ring gear.

ADDITIONAL INFORMATION:

The 1938 Service Manual says: "To install a ring gear, heat it by laying it on a hot plate to approximately 600 degrees Fahrenheit and then place it on the flywheel, tapping into position. When a hot plate is not available, lay the ring on a piece of metal, asbestos or concrete floor and heat with a torch, taking care to keep the torch moving and heat evenly. Heating the ring in excess of 800 degrees Fahrenheit will destroy the effect of the original heat-treatment."

"Excessive heat applied to the starter ring gear may be avoided by polishing several spots on the starter ring. Use emery cloth or sandpaper. When these brightened spots begin to turn blue, the ring is as hot as it should be heated."



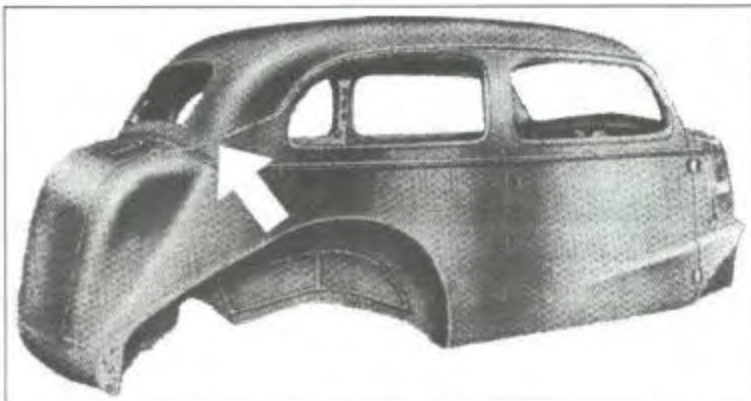
PAINTING OVER FACTORY LEADED SEAMS

Technical TIPS



By Lauren Matley (#46)
Kent, WA

Factory leaded seams will over time, swell, crack and just move around as they age. Although I have seen paint peel away from leaded areas, the proper primer system for the job will eliminate that problem entirely. Peeling paint over lead should never occur if the lead is well sanded and primed with acid etching primer. My experience



with these wide and numerous lead seams on our old Buicks has been the distortion over time of the old lead. And even after re-filing and sanding the seams, priming with the correct priming system, the lead seams "shrink back", or swell enough to make the surface in and around the lead seam to become noticeable through the paint.

The solution that has worked for me has been to grind a deep dishd-out area in the lead seam from metal edge to metal edge of the joined metal panels. This removed 90% of the lead from that seam. I then fill that void with a coat of USC All Metal polyester filler. This product is polyester resin and pure 100% ground aluminum powder. This compound is very hard, totally waterproof and stable over time. The lead seams on my '37 40C were repaired this way and they are undetectable after 13 years and 12,000 miles of driving.

As a rule, the lead should pose no problem with the paint system if the leaded area is clean and free of acid used in the application of lead. Many restorers re-lead seams with no apparent problems in paint adhesion. The problem is painting over the original lead seams that have been sanded down smooth, primed and painted. The old lead keeps on leaching acid, swelling,

moving, cracking etc., so that the lead seam area becomes a problem even if the problem is only slight distortion in the paint film. It will only

get worse over time. The bottom line is this: If you know how to lead, grind out all the old lead seams or melt the old lead out carefully with a torch. Then re-tin and lead away. If you do not know how

to lead properly, use the All Metal approach. Personally my preference is to use All Metal, eliminating any possibility of acid leaching through the leaded areas or the leaded area swelling over time. It costs too much for paint work these days to chance having a problem.

So that is my tip for those restorers having lead seam problems. Some people get all excited over the mere suggestion of filler in place of lead. My response is; the metalized fillers that are 100% metal, look like metal, are hard like metal, stick better than lead and can be filed like metal. And if polyester/metal fillers are more stable, easier to work than lead, what is the problem? These 100% metal fillers are not in any way to be compared with Bondo. Bondo (a generic term for polyester body filler) contains mostly talc (refined dirt) as it's filling agent. This makes body fillers soft and absorb moisture readily. A cross-section of Bondo is very weak in comparison to similar cross-section of any 100% metal filler. Again metal is metal, no matter how it attaches itself to sheet steel, so why not use a technically superior product instead of lead in those seams. We use a lot of modern techniques restoring our Buicks, this is just one more example of a better mousetrap.

WELCOME NEW Members

Earl Lewis Morey, III (#1279)
20602 Willow Springs Drive
Soulsville, CA 95372
38-46S

Tony Lant (#1280)
156 Duncan Mill Road, Ste. 6
Don Mills, Ontario M3B 3N2
Canada

Mark Lies, II (#1281)
437 S. Spring Avenue
Lagrange, IL 60525
37-47

Don Teal (#1282)
11993-44 St. N.
Clearwater, FL 34622

Stanley Smyczynski (#1283)
32 Seton Road
Cheektowaga, NY 14225
37-61

Frank Palmisano (#1284)
12 Spencer Ave.
Sagus, MA 01906
37-61

Carlos Moctezuma (#1285)
Congreso No. 113 Depto 103-C
Col. Joya, Tlalpan
Mexico D.F.

Tom Halfpenny (#1286)
2365 Queens Dr.
Woodbury, MA 55125
37-81

Gene Bowman (#1287)
3560 Ruckerville Rd.
Winchester, KY 40391
37-41

Robert Harvey, Jr.
4509 194th Way NE
Redmond, WA 98053

Rod Kaufhold (#1290)
P.O. Box 815
Flatonia, TX 78941

John St. James (#1291)
1701 Allenwood Road
Wall, NJ 07719

Vincent Mineghino (#1292)
1030 W. 12th St. #37
San Pedro, CA 90731

Gareth Bouwman (#1293)
9722 194th Street E.
Graham, WA 98338
37-?

Robert James (#371)*
P.O. Box 531 Whitby, Ontario
Canada L1N 5V3

**Former member re-joining*

SORRY FOR THE ERROR!

These Members were Accidentally Left Off the New Club Roster

Ted Taylor (#792)
917 S. Mission Rd.
Wichita, KS 67207 U.S.A.
(316) 684-0734

1937 46 *Under Restoration
1938 46 *Under Restoration

Don Farrar (#956)
2001 S. Electric
Alhambra, CA 91803 U.S.A.
(818) 282-2218

1937 41 *Under Restoration

These two addresses were misaligned or changed, please make note of these changes:

Wayne Yonce (#1034)
3020 Mountain Heights Rd.
Fallbrook, CA 92028-9754 U.S.A.
(619) 728-3864

1938 46C 9

Butch Leonard (#1257)
"Butchie" Unique Cars (street rods)
208 N.E. Seward Street, Bend, OR 97702 U.S.A.
1-888-728-3864

1938 46S
1938 66C

Please make these corrections to your Roster, sorry for the errors. NOTE: The New Club Roster was sent out with the last Torque Tube, it includes all current members up to and including Don Teal (#1282).

Parts FOR SALE

• 1938 CENTURY Sedan Model 61

Left front fender (fair).....	\$65.
Right front fender (fair).....	\$65.
Hood. Top halves including chrome strip (fair)...	\$100.
Right hood side. No logo on louver (good).....	\$25.
Left rear fender including gas filler door.(fair).....	\$45.
Trunk lid. Basic unit, no pieces.(fair).....	\$25.
• 1937 CENTURY left rear fender and lamp (poor).....	\$35.

Call or write for more information. I hope to attend the Hershey Meet as a spectator, but will rendezvous. All prices F.O.B

Paul Culp (#508)
285 Elephant Road
Perkasie, PA. 18944
(215) 249-3166 home
(215) 249-9163 work

• 1937 & 1938 SPECIAL

Brand New Lynn Steel Running Board Rubber . \$200.00 (half price)

Jerry Pagano (#961)
559 Stonewall Drive
Smithville, N.J. 08201
(908) 474-4697 work number, call after 4pm EST

• 1937 SPECIAL Parts

Set of radiator support rods.....	\$20.
Engine, rebuilt, disassembled, rebuilt transmission. Includes most accessories (not rebuilt). Short-block together. Head assembled.....	\$900.

• 1937 ROADMASTER Series 80 Parts

Pair of recast trunk hinges, need finishing.....	\$90.
Stainless door latch plates.....	\$6. each
Roadmaster hood louvers, left and right.....	\$35. each
Front seat frame with adjuster. Excellent wood. No seat cushion or springs.....	\$150.
Runningboard core, drivers side. Rubber chipped, needs recovering..	\$70.
Sedan or convertible sedan floorpan. Complete from trunk to front seat. Spotwelds drilled out to remove.....	\$200.
NOS waterpump.....	\$60.
Sidemount tire bracket.....	\$50.
Radio.....	\$80. & \$100.
Doors, no windows or mechanism.	
Passenger side rear door, good sheet metal, straight, no rust..	\$60.
Drivers side front door. Straight, no rust, but strip cut out...	\$30
Transmissions.....	\$80. & \$175.

• 1937 all series and body styles

Front nose section to hold grill. No air baffles.....	\$60.
---	-------

• **1937 ROADMASTER Convertible Sedan recast parts**

Recast convertible top center hook. Mounts on divider bar of windshield.....	\$55.
Recast bracket for wood header to mount mirror.....	\$60.

• **1938 Parts**

Front bumper, two brackets, one guard. Straight but need rechroming.....	\$120.
--	--------

All parts plus shipping.

David Powers (#894)

27732 Paseo Barona

San Juan Capistrano, CA 92675

(714) 493-1199

• **1938 ROADMASTER** right and left non-welled front fenders.....\$500.

Shipping extra.

Rene Delhomme (#676)

414 Maryview Farm Rd

Lafayette, LA 70507

(318) 232-4700 phone

(318) 237-3132 FAX

• **1937 & 1938 PARTS**

The following are just a portion of the parts available. Call with your needs.

• **1937**

Master heater, complete.....	\$75.
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75.
CENTURY brake & clutch pedal assembly.....	\$35.
Buick 8 clock hole filler.....	\$20.
Bumper guards.....	\$20.
SPECIAL generator 918G.....	\$75.
CENTURY radiator.....	\$75.
SPECIAL radiator.....	\$75.
Rear springs 40 & 60, good condition.....	\$100. pair
Radio delete plates.....	\$15.
SMALL & LARGE SERIES throttle linkage.....	\$25.
BIG SERIES rocker assemblies.....	\$50.
Fender lights.....	\$65. pair
Trunk lights, complete.....	\$50.
Tail lights with lenses, all series.....	\$50.
Wiper transmissions.....	\$50. pair
SPECIAL manifold.....	\$75.
Throttle cable.....	\$20.
SPECIAL transmission.....	\$100.
SPECIAL splash pans.....	\$40. pair
CENTURY hood.....	\$200.
Headlight switch.....	\$20.
Radio grilles.....	\$15.
Wiper motors.....	\$15.
Trunk hold-up arms.....	\$20.
Sun visors.....	\$15.
Bumpers.....	\$30. each
Bumper arms.....	\$15. each
Horn button.....	\$25.

Steering wheel.....	\$50.
40 & 60 running board brackets.....	\$50. set
• 1938	
Defroster motor & dash vents.....	\$50. set
Trunk emblem.....	\$35.
40 & 60 sedan trunk lid, no rust.....	\$75.
Breather tubes.....	\$10. each
Trunk hold-up arms.....	\$20.
734Z starter with solenoid.....	\$50.
Horn button.....	\$10.
SPECIAL hood lettering.....	\$20. pair
Defroster ducts.....	\$15. pair
Wiper transmissions.....	\$50. pair
Rear license plate stand, bracket & light for sedan.....	\$45.
Bumper guards.....	\$20.
Tail lights, complete.....	\$75. pair
Assist straps with screws.....	\$10. each
Throttle cable.....	\$20.
SPECIAL radiator.....	\$75.
Battery tray.....	\$20.
Generator.....	\$50.
SPECIAL manifold, complete.....	\$75.
SPECIAL hood sides & tops.....	\$25. each
Gas tank door.....	\$10.
Sedan trunk weather strip, new rubber.....	\$25.
Grille, no cracks, minor pitting.....	\$200.
Fender lights.....	\$75. pair
Gauge cluster with working temperature gauge.....	\$125.
Hood ornament, minor pitting.....	\$35.
CENTURY hood sides and tops.....	\$50. each
• 1937 and 1938 Parts	
Map light switches.....	\$15.
Small series spark plug covers.....	\$40.
SPECIAL air cleaner.....	\$50.
Rear fender splash aprons.....	\$15. each
Big Series manifold ends.....	\$50.
16" beauty rings.....	\$10. each
2 Door rear ash trays.....	\$20. pair
Headlight bezels.....	\$20. each
Trunk hinges.....	\$75. pair
SPECIAL oil pump.....	\$35.
Front arm rests.....	\$25. pair
40 & 60 rear vent windows, need plating.....	\$50. pair
Rear view mirrors.....	\$15.
SPECIAL rear motor mounts.....	\$15.
CENTURY rear motor mounts.....	\$35.
40 & 60 4 dr. sedan doors.....	\$50. each
Front vent window frames & mechanisms.....	\$35. each

Dave Tacheny (#997)

11949 Oregon Ave. N., Champlin, MN 55316

(612) 427-3460

Parts **WANTED**

WANTED FOR 1938:

- 1938 McLaughlin Buick Owners Manual
- Complete Instrument Cluster in very good condition

*Robert Reed (#1193)
26 Norman Drive
Birmingham, AL 35213-4310
(205) 871-2230*

WANTED FOR 1938:

- 1938 ROADMASTER Dome Lights
- Rene Delhomme (#676)
414 Maryview Farm Rd
Lafayette, LA 70507
(318) 232-4700 phone
(318) 237-3132 FAX*

WANTED FROM 1937 or 1938:

- '37 or '38 Coupe trunk latching mechanism. Part that is inside the trunk. Don't need handle or external chromed parts.
- '37 or '38 Century 4-door sedan with or without drivetrain.

*Ted Taylor (#792)
917 S. Mission Rd.
Wichita, KS 67207
(316) 684-0734*

WANTED FOR 1938:

- Entire instrument cluster in very good condition for a 1938 Buick Special.

*Robert Reed #1183
26 Norman Drive
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Please make your checks payable to:

The 1937-1938 Buick Club 1005 Rilma Lane Los Altos, CA. 94022 USA

Literature **FOR SALE**

The Buick Bugle

- About 56 issues from 1989 to 1994.....\$40.

Original

- 1938 Semi-Automatic Transmission Manual.....\$50.

Dan Murtz (#835)

3400 Ralmark Lane, Glenview, IL 60025

(708) 657-8038

Cars FOR SALE

1938 FOR SALE:

- 1938 CENTURY Model 61

4-Door Trunk Back Sedan

Plain fenders. Original interior with chev-



ron dash, mohair upholstery and original seat covers still on rear seat. Blue paint (#519), Radio and Guide fog lights purchased new with the car. No heater. Rear folding accessory bumper guard. Front bumper has BUICK 8 medallion and accessory inverted "U" grille guard. Turn signals and seat belts added. Complete history of car since new. Two owners. Always a California car. Spent most of it's life in Grass Valley, one year in San Diego and the rest in Palm Desert (near Palm Springs). Have original owners

manual and paperwork from the dealer when car was ordered and paid for in 1938. Car has not run in several years, so brakes need restoring. Motor probably will run. Gas tank may need cleaning

\$5,000.00

Chris Van Vliet

74-701 Old Prospector Trail

Palm Desert, CA 92260

(619) 568-6795 evenings PST

1938 FOR SALE:

- 1938 ROADMASTER

Model 81

Trunk Back Sedan

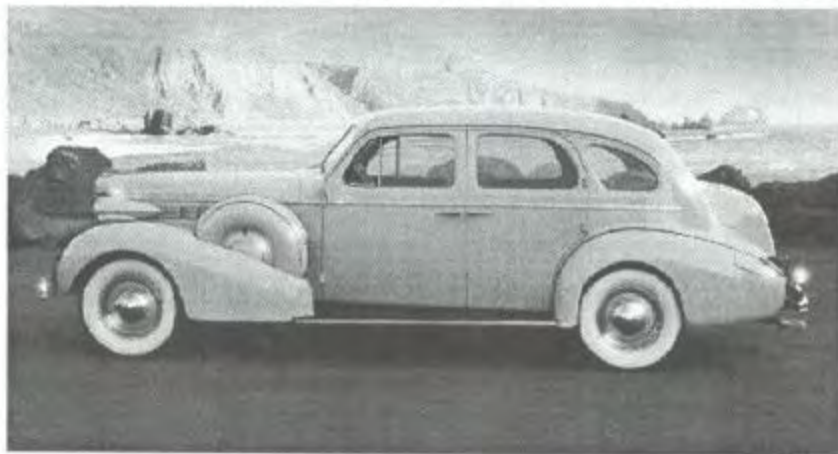
Has radio, heater, sidemo-
unts, Trippe lights and ac-
cessory rear bumper guard

\$10,000.00

Bob Mulcahy (#731)

Yuba City, CA

(916) 674-5884



Matley Woodgraining Service

13912 S.E. 241st St.
Kent, Washington 98042



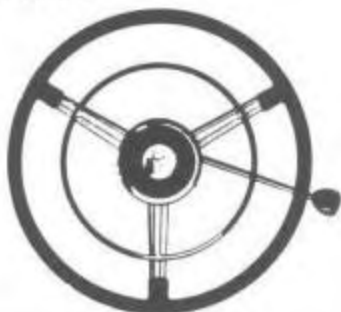
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STEERING WHEELS

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1934 thru 1940 SSAE for information

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1927
TO
1953

WIRING HARNESSES

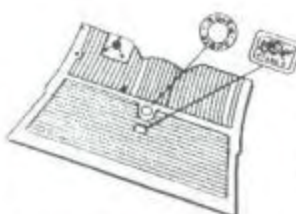
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WIRING SYSTEMS THRU 1953
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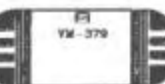
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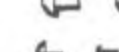
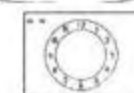
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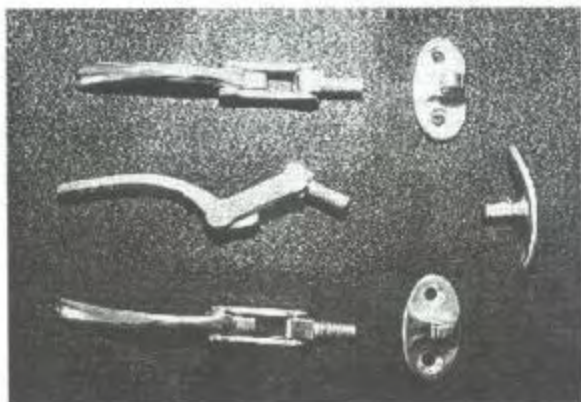
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